

**ALASKA INDUSTRY COUNCIL MEETING
MINUTES
June 10, 2009**

The Alaska Industry Council met at the Alaska DOT/PF Building on June 10, 2009, at 8:00 A.M.

The following agenda items were presented:

Introductions	Round Table
Opening Remarks	Jere Hayslett, FAA
Technical Update	Ben Amos, FAA Contractor
Navigation Services Update	JoAnn Ford, FAA
Discussion on changes to the Industry Council Meeting Venue	Greg Holt, FAA
Financial Assistance for Airports	Brad Garland, Airports
Optimized Profile Decent	Rick Pfahler and Clark Wolverton - Anchorage TRACON
Anchorage Aircraft Certification Office, Safety Outreach Program	August Assay
Information Sharing	All
Industry Feedback (Round Table)	All

Opening Remarks – Jere Hayslett

Jere Hayslett opened and chaired the meeting. Jere presented the following information pertaining to the WSA SBS program outreach efforts.

- Meeting with Era Aviation – 6/09/09
- Meeting with PRISM Helicopters – 6/11/09
- Meeting with Grant Aviation - TBD
- Meeting with Talkeetna Pilots Association –TBD

Discussion on changes to the Industry Council Meeting Venue – Greg Holt, Acting Regional Assistant Administrator, FAA

Greg Holt proposed changing the monthly Industry Council meeting to a bi-monthly meeting that would alternate with the Alaska Coordination Council meeting. The intent of re-organizing the meetings is to ensure all of the safety issues of importance in Alaska are being addressed. The FAA has been the sponsor of this meeting since the inception of the Capstone program. A wide range of safety initiatives were covered under the Capstone umbrella. Even the

Weather Camera program was eventually drawn in under Capstone. With the transition of Capstone to the Surveillance and Broadcast Services organization the focus of the Industry Council meetings narrowed significantly and currently entails mainly ADS-B related topics. As a result, other safety and infrastructure related matters of importance in Alaska are not getting the venue needed.

At today's meeting of the Industry Council the group discussed some changes to the meeting with the hope of increasing the value for the FAA and the Alaska aviation community. One change will be to open the scope of the agenda to a broader range of subjects under the umbrella of NextGen. This entails implementation of air and ground systems, RNAV routes, approaches and departures, weather systems, airport upgrades and other infrastructure.

The meeting will continue to be lead by the SBS office. ADS-B will continue to be a major topic on the agenda since it is an enabling technology for NextGen. The FAA will, however, also introduce other safety and NextGen related subjects on the agenda. Furthermore, the FAA is asking all FAA lines of business for increased participation so that we can cover the full spectrum of safety and NextGen infrastructure issues that are of significance to Alaska.

The group agreed to go from a monthly to a bimonthly meeting schedule that alternates with the Alaska Aviation Coordination Council meeting. This reduces the number of meetings everyone needs to attend while still providing for monthly face to face discussions and exchanges between the FAA and the Alaska aviation community. All agreed that this will result in better overall participation of the key stakeholders in the meetings and a more focused agenda that makes the most efficient use of everyone's time.

As always, Stacy Portlock will send out the agenda for the next Alaska Industry Council meeting, which will be held August 12th. The starting time will change from 8:00 AM to 10:00 AM. A new phone number and announcement will be sent out in early July with the notes from the June meeting.

Technical Update- Ben Amos

Ben Amos presented the following information pertaining to ground infrastructure and airport improvements around the State of Alaska.

ADS-B Essential Services – Status

- Legacy GBT Installations
 - Sunnahae Mountain JAI – Awaiting WX break
 - Nome GBT – Installation complete; JAI'd on May 20th
- Deployment of ITT Radio Stations
 - Service will replace Legacy systems
 - Service will include TIS-B where radar data is available
 - Transition Plan is being formulated
 - Installs to be completed by NOV '09
 - Kivalina
 - Selawik
 - Shishmaref
 - Williams Mountain
 - Point Hope
 - Savoonga
 - Elim
- Legacy GBT Replacement with ITT Radio Stations

- Replacements to be completed by JAN '10
 - Sisters Island
 - Nome
 - Kotzebue
 - Murphy Dome
 - Cantwell

Automated Weather Observation Systems (AWOS) Updates

- FY '08 Activities – Commissioning (6 Completed)
 - Shungnak:
 - Link cabling scheduled for install in early June
 - Commissioning planned for end of July '09
 - Barter Island – Commission in July '09
- FY '09 Activities
 - Site Prep Phase
 - Brevig Mission
 - White Mountain
 - Noorvik
 - Shaktoolik
 - Engineering/Planning Phase
 - Elim

Juneau WAM Status

- KTOO Facility
- Installation complete
- Site integration and optimization complete
- FY'09 Sites (Williams Mtn, Lynns Int)
- Site engineering is now complete
- Proceeding with installs, planned for mid-June '09

Navigation Services Systems Update – JoAnn Ford

JoAnn Ford updated the council with the following information in regard to Navigation Services.

- WAAS Long Term Schedule
- WAAS LPV and LP Service Volume
- NAS and Alaska Published LPVs
- Status of:
 - WAAS Equipage
 - Cold Bay WAAS Ground Reference Station Relocation

For JoAnn's full report see the June 09 Industry Council Power Point. If you do not have a copy and would like one, click the link <mailto:stay.ctr.portlock@faa.gov>

Financial Assistance for Airports – Brad Garland, AIP/PFC Program Manager
Airports Division, Alaskan Region

Brad Garland talked about Federal financial assistance for Airports. The purpose of this topic was to give the aviation community a better understanding of:

1. Airport Improvement Program (AIP) – grants to airports for capital improvements, planning, and noise compatibility.
2. Passenger Facility Charge (PFC) – locally imposed funding, subject to FAA approval.

The Airport Improvement Program provides grants to public agencies for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS), is authorizing legislation ... Title 49 USC Chapter 471., is funded via the Airport and Airway Trust Fund (Ticket Tax and Fuel Tax) and currently provides up to 95% participation of eligible costs (remainder is local match).

Airports eligible for an AIP Grant:

- Publicly owned, or
- Privately owned but designated by FAA as a “reliever”, or
- Privately owned but having scheduled service and at least 2,500 annual enplanements (passenger boardings)
- Airport must be included within the National Plan of Integrated Airport Systems (NPIAS)
- Recipients of AIP grants are referred to as “sponsors”

The NPIAS is:

- A Report to Congress identifying Nation’s aviation needs and plans for the future development
- Published every 2 years
- Identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal Service.

Types of Airport Projects eligible under AIP are:

- Improvements related to enhancing safety, security, capacity, and environmental concerns
- Professional services related to the above (i.e. planning, surveying, design)
- Aviation demand must justify the projects
- Projects related to airport operations and revenue-generating improvements are generally not eligible.

Brad also discussed the 2009 AIP, AIP funding, the American Recovery and Reinvestment Act (ARRA), and Passenger Facility Charges.

Passenger Facility Charges are:

- Fee imposed on travelers by a public agency on passengers enplaned at a commercial service airport that it controls
- Considered local fee regulated by the FAA (14 CFR 158) with little federal oversight.
- Maximum PFC under current authorization is \$4.50 per passenger
- PFCs can be used for airport capital projects, planning, and noise compatibility measures

RNAV Departure Procedures:

- Improves Efficiency- Aircraft Are Higher More Quickly
- Reduces Pilot/Controller Workload
- Improves Ground Track Predictability
- Procedurally Separated From Other Traffic

To request Clark's overview of the RNAV Procedural Improvements for ANC Optimized Profile Descents (OPD), and RNAV Departure Procedures (RNAV DP) in its entirety, click the link: <mailto:stay.ctr.portlock@faa.gov>

Anchorage Aircraft Certification Office, Safety Outreach Program - August Assay

August Assay presented a safety outreach program brief for the Anchorage Aircraft Certification Office. August stated that his offices main focus is on operational safety. The office personnel are made up of:

- Manager
- Administration Officer, Transportation Assistant
- 7 – Engineers, 1 – Manufacturing Inspector (Minn MIDO)
 - 87.5 % of the personnel are – Pilots
 - 62.5 % - are Aircraft Owners
 - 33 % - are Certificated Mechanics
 - 22 % - are IA

The office is responsible for:

- Continued Operational Safety
 - Airworthiness Concerns
 - Fleet Operational Monitoring
 - Airworthiness Directives/Safety Airworthiness Information Bulletins
 - Safety Outreach Program
- Airworthiness Design Certification
 - Type Certificates
 - Supplemental Type Certificates
 - Technical Standard Order Authorizations

The Aircraft Certification office had a unique opportunity during the Capstone Program to participate in the FAA's Flight Plan Goals and started up the safety outreach program during that time. With the winding down of the Capstone Program the Certification Office started conducting their own outreach in 2005. Under the current outreach program the following has occurred:

- Coordinated with Flight Standards/Flight Service
 - Double Check
 - First Goals

- Why: Allow an understanding of operational and maintenance issues in an effort to reduce aviation accidents in Alaska.
 - How : Created brochure describing how aircraft certification can assist pilots/mechanics in maintaining safety
 - What: Visits to applicants in the field to discuss safety issues face-to-face, and *get input* on what they think the FAA can do to help reduce accidents
- Group Meetings have been conducted with:
 - Aviation North Expo
 - Inspector Authorization Annual Recurrent Training
 - Principle Inspector Annual Training
 - Super Cub Workshop
 - Alaska State Troopers Safety Seminar
 - CAP
 - Beaver Otter Working Group
- ➔ Field visits include:
- ➔ 13 communities stretching from Ketchikan to Bethel to Fairbanks to Nome
- ➔ Publications
 - Tri-fold Handouts
 - STC Combinations
 - Flight Limitations
 - Articles
 - Landing Limitations
- ➔ Next Steps
- ➔ Continuing Field Visits
- ➔ Public Presentations
- ➔ Looking for more Opportunities
 - Articles
 - Continued Operation Safety Concerns

Due to an exceptionally long meeting and a shortage of time, the meeting was adjourned at 10:00 AM with no round table discussion.